



Make McCall Your Summer Fly-In Destination

If you can only go to one fly-in this year, make it the McCall Family Fly-In (August 11-13, 2006), in beautiful McCall, Idaho. The McCall Family Fly-In brings hundreds of attendees into one of Idaho's most scenic and sought-after vacation destinations. The McCall Family Fly-In is open to the public and FREE!

McCall's proximity to Boise, and other regional travel destinations, make it an ideal location for the Fly-In. Places of interest in the area include the town of McCall and beautiful Payette Lake. Ponderosa State Park is located along the shore of the lake, providing almost 1,000 acres of hiking and biking trails, and guided activities, as well as a public beach. Just south of town lies Tamarack



Resort, a four-season ski, golf and lake resort. Tamarack is facilitating tours of the resort for Fly-In visitors.

Warbirds have been invited to attend, and we are actively seeking Hot Rods to display alongside the aircraft.

Planned activities include:

- Pilot Safety programs Wings and PACE,
- A Party in the park Friday night, which will include live music and food from the Northfork Café,
- A hangar party with music and food by Si Bueno Saturday night,
- Airplane Fun Run,
- Exhibitors,
- A Food Court,
- Aircraft displays, which will include two A-10 Warhog, a Kodiak, Lifelight, a C-130 cargo transport plane and a Blackhawk helicopter



See Family Fly-In

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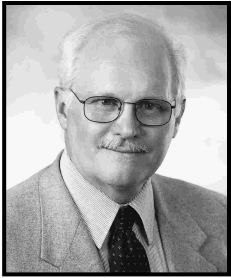
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From the Administrator:



By the time this issue of the Rudder Flutter reaches your mailbox, the new Idaho statute regarding the limitation of liability of landowners with airstrips on their property will have taken effect. For those of you who wish

to have a copy, the number is Senate Bill 1266a.

To quote from the Bill's language,

"The purpose of this section is to encourage owners of land to make land, airstrips and water areas available to the public without charge for recreational purposes by limiting their liability toward persons entering thereon for such purposes."

The statute goes on to define recreational purposes as

"...includes, but is not limited to, any of the following activities or any combination thereof: hunting, fishing, swimming, boating, rafting, tubing, camping, picnicking, hiking, pleasure driving, the flying of aircraft, bicycling, running, playing on playground equipment, skateboarding, athletic competition, nature study, water skiing, animal riding, motorcycling, snowmobiling, recreational vehicles, winter sports, and viewing or enjoying historical, archeological, scenic, geological or scientific sites, when done without charge of the owner."

For those of you who have land with an airstrip, you may wish to contact your insurance company and speak with them about your liability premium.

The next thing you may consider doing is removing the "Restricted" designation from your airstrip and having it placed on the aeronautical charts if it is not already there.

I realize not all landowners who have airstrips on their property are readers of the Rudder Flutter, nor do all of them necessarily follow the Idaho Legislature. Some of you reading this article may know people with airstrips on private land who have been concerned about the associated liability. You can do both our general aviation community and the landowners a service by informing the landowners of this change in Idaho statute.

Bob Martin

ITD Aeronautics Administrator

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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.



Transportation Security Administration

**Airport Security (866) GA SECURE
Hotline (866) 427-3287**

**Report all suspicious activity to the National Guard
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Private and Instrument Pilot Weekend Ground School

Reserve your spot by August 7th and get a free lesson on the iGATE flight simulator

Private Pilot Ground School \$300 Aug 11-13, 2006 (Begins Friday evening at 6 pm.)

Are you interested in becoming a pilot or just want to find out more about it? This course covers all the knowledge areas required for the private pilot knowledge test, with an emphasis on airport systems, air traffic control procedures, aviation weather, navigation, radio communication procedures, and federal aviation regulations. Prepares the student for the FAA Private Pilot written examination. Course includes an option for flight training at the Boise Airport.

Instrument Pilot Ground School \$300 Aug 18-20, 2006 (Begins Friday evening at 6 pm.)

This course will prepare private pilots for the FAA's Instrument Pilot written test as well as teach necessary information and procedures for instrument flight rules (IFR) operation. Course emphasizes regulations, meteorology, navigation, IFR radio procedures, instrument departures, en route and approach procedures, airspace systems as well as aircraft systems and instrument operation. Course includes an option for IFR flight training at the Boise Airport.

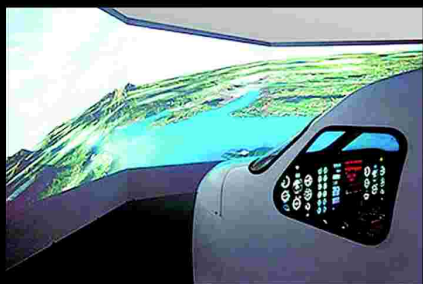


Photo courtesy of Elite Simulator Solutions - 2005

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- Cirrus and other quality aircraft training & rental
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- 4 day Multi-engine rating: \$2950
- 7 day Instrument rating: \$3495
- Garmin 430 equipped flight simulator
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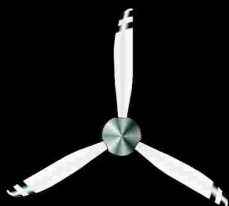
Time on the iGATE Advanced ATD can be used as follows:

- Log 2.5 Hrs toward the private pilot certificate
- Log 20 Hrs toward the instrument rating
- Log 50 Hrs toward the commercial pilot certificate
- Log 25 Hrs toward the airline transport pilot certificate
- Recent Flight Experience (maintain IFR currency per FAR 61.57)
- Instrument Proficiency Check (partial)
- Instrument checkride (one precision & one non-precision approach)

Cirrus photos courtesy of Cirrus Design 2005

See our website for more information and special offers

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Radio Chatter

By: Frank Lester
Safety/Education Coordinator



26 Teachers attend Aviation Workshops in Idaho Falls & Nampa

In what were two highly successful Teacher Aviation Workshops held the end of June, 26 Elementary and High School teachers experienced everything from paper airplanes to looking for UFOs. The workshops were designed to demonstrate the utility of aviation subjects in teaching primarily math and science and provided the teachers classroom-ready materials and lesson plans to take back to their students.

I would like to thank those whose support was so critical to their success:

- First and foremost was **Richard Klein** of Chicago who was the lead instructor and has, for the last three years, been instrumental in helping me understand the intricacies of planning these events.
- **Bob and Jane Hoff** - A special thanks for letting us use one of their hangars and for providing such delicious food.
- **Byron Schmidt**, Commander of the Nampa CAP Squadron - Thanks for lending us the use of their meeting facilities.
- **Kellie Dean**, Education Director for the Warhawk Air Museum - whose insight and assistance has been invaluable to me.

- **Lee Cook**, Continuing Education Coordinator for Northwest Nazarene University, who drafted the syllabus for the workshops and authorized the college credit for the teachers.

- **Nate Ashinhurst**, our Upward Bound intern, for sorting out all the lesson plans and organizing the teacher packets.

In addition to these fantastic people, several organizations provided materials for the teachers:

- **AOPA** gave us permission to use their Flight Log.

- **Eric Anderson** of Jeppesen donated 25 computers (E-6B) and 25 rotating plotters.

- **Dan Gustafson** of RMS Technology gave us permission to use Flitesoft Professional's flight log and waypoint check reports.

- **Larry Feliu**, Manager of the History Center at Grumman Aerospace for providing the Flight Manual for the F9F-5 Panther fighter.

Thanks to all of you! We experienced great success because of you.

Better Check That Radio...It May Not Be Legal to Transmit!!!

When we were assigned the tower frequencies for the McCall Family Fly-In this year, we were assigned frequencies using the 25 kHz spacing (i.e. 199.425, 127.875, etc.). We protested loudly because we knew that many of the older aircraft that attend wouldn't have these new radios and would be unable to communicate with the tower. We were able to prevail this year but further investigation indicated that we may not be so lucky next year.

Following are excerpts of an official FCC Public Notice released November 13, 1996:

"This notice responds to recent inquiries from the general aviation community concerning the

frequency tolerance and channel spacing requirements for aircraft radios. As of January 1, 1997, each VHF aircraft radio used on board a U.S. aircraft must be type accepted by the FCC as meeting a 30 parts-per-million (ppm) frequency tolerance (47 C.F.R., para 87.133). The vast majority of aircraft radios that have been type accepted under the 30 ppm frequency tolerance utilize 25 kHz spacing and have 720 or 760 channels."

"A radio which has not been type accepted as 30 ppm may not be returned to service by simply changing the crystals, or adjusting the unit to meet the 30 ppm frequency tolerance. The only way to bring a unit into compliance is through the installation of an FCC type accepted 'upgrade kit,' which may be available from the unit's manufacturer...If a kit is not available for a particular mode of radio, the radio may not be adjusted and used for communications purposes on board an aircraft on or after January 1, 1997. If no kit is available, the radio may be reinstalled in the aircraft so long it is not intended to be used to transmit radio signals."

You can go to <http://wireless.fcc.gov/aviation/freqtol.html> for more information including a list of radios acceptable for use after January 1, 1997 and a list of radios that may not be used to transmit as of January 1, 1997.

**Boise Air Traffic Control Tower
LETTER TO AIRMEN NO. 60-3**

In accordance with Federal Aviation Administration Order 7210.3U, par. 10-4-5e, this letter is to advise users of S67 (Nampa) and EUL (Caldwell) airports that standard separation is provided by

**See Radio Chatter
Continued on page 5**



Boise Airport “Masters” Growth

By Larissa Stouffer, Marketing & Air Service Development Coordinator, Boise Airport

Preparing for growth is essential to the future success of an airport. As the Treasure Valley continues to grow, Boise Airport must prepare for the anticipated changes long before the need arises.

Currently, Boise Airport is working on its Master Plan Update, which will look forward to the next 30-50 years. Through this process, the airport forecasts air service activities and the infrastructure necessary to accommodate them. Such projects as the parking garage, assault strip (a.k.a. “the 3rd runway” or runway 09/27) and terminal expansion were projects that developed from the Master Plan process.

In the 2001 Master Plan, a new air traffic control tower was identified as a necessary asset for future growth. A taller, more modern and centrally located tower would provide for efficient air traffic management and allow aviation activities to commence on runway 09/27. Since runway 09/27 is outside the required visual range for the current air traffic control tower, the runway can only be used under a special letter of agreement.

Boise Airport and the FAA have completed the siting study for a new air traffic control tower to be located on the Western Steel site (southeast corner of the Idaho National Guard ramp). However, the project is currently being reviewed by the FAA and is under scrutiny regarding the location of the TRACON. Once a decision is reached, we are confident the tower project will continue; however, the FAA intends to slip the completion date to 2013.

What will the new tower provide to airport users? More space, for one. Runway 09/27 is 5,000 feet long with the possibility of being lengthened to 13,000 feet. With over 1,000 acres adjacent to the runway available for development, there is ample room for expansion. City T-hangars and recently-built shade ports are full and have

waiting lists. Cargo operators FedEx, UPS and DHL are restricted both in the size and number of aircraft due to the restricted ramp space. General aviation services could also be enhanced if fixed based operators (FBOs) had access to such businesses as maintenance schools or facilities.

The National Interagency Fire Center and Bureau of Land Management could also benefit from the expansion by allowing them to move their operations to runway 09/27. Their relocation would allow for the expansion of passenger activities east of the existing terminal, perhaps in the form of a second terminal building.

If the tower project continues on track, it will be completed in 2009. It is a key step in providing needed room for aviation growth, not to mention, the tower would be fitted with the latest in technology and provide unobstructed views of the airfield, runway 09/27 and the surrounding airspace.

Additionally, on another expansion project, the Boise Airport is currently working with the Ada County Highway District (ACHD) to analyze existing and future traffic demands on Orchard Street, which borders the west end of

the airport. The proposal realigns Orchard Street west of its present location.

Currently, Orchard has three lanes between the New York Canal and Gowen Road and carries over 22,000 vehicles on an average day. While it provides adequate capacity for the near term traffic volumes, Orchard experiences higher-than-normal peak hour volumes and higher-than-normal numbers of commercial vehicles.

The purpose of relocating the roadway is to expand the airfield to the west. With development of two new commercial hangars this summer, Boise Airport will be out of available property for aviation development at the west end of the airport. This expansion will provide for future general aviation needs and additional private hangar development.

The realignment of Orchard is in the preliminary planning stages. A traffic study, environmental assessment, alignment study, ACHD standards, and Airport Improvement Program eligibility will determine the requirements for potential expansion to meet future needs.

Radio Chatter

Continued from page 4

the Boise TRACON for VFR aircraft conducting practice instrument approaches. Appropriate frequencies are 119.6/269.4 for approach control services.

CWU Expands Aviation Management Degree

Central Washington University (CWU) is expanding its Aviation Management bachelor's degree to one of the largest airports in the United States

– in Moses Lake. This fall, CWU will offer a Bachelor of Science degree in flight technology aviation management at CWU-Moses Lake, its university center on the campus of Big Bend Community College (BBCC), which is located near Grant County International Airport. For more information, contact either Dale Wilson, Flight Technology, CWU (509) 963-2298 or Teri Olin, Public Relations and Marketing, CWU (509) 963-1416.



Airport Maintenance

By: Mark Young
Airport Maintenance Manager



Johnson Creek Caretakers

After 11 years of hard work, making friends, and "delivering the goods" for the Division of Aeronautics, Gene and Cody Hargett have decided not to return to Johnson Creek in 2007. Instead, they will devote their full attention to running their RV Park and Bed & Breakfast in Whitebird.

Over the years, Gene and Cody have become household names to literally hundreds of pilots who fly into Johnson Creek. They've made it a habit of ensuring that campers and day users alike are comfortable and have what they need to make their stay enjoyable. For that, the entire Division says a hearty Thank You. We wish you both good luck and good health, and know that you will always be in our thoughts

We encourage couples interested in this summer job to contact us at (208) 334-8893 or via email at mark.young@itd.idaho.gov. We are interested in a couple, as this location really can be too much for a single employee to handle. A requirement for the position is that the employee's live on-site from mid-May until mid-September.

Johnson Creek Bridge

Melting snow and spring storms recently caused extremely high water to pour down Johnson Creek. While the creek was running at its highest levels, trees washed down from upstream and lodged under and upstream of the bridge as well as on the bridge deck. These were removed by Yellow Pine resident Dave McClintock with his front end loader and the bridge was saved from what could very easily have been a total loss.

It was evident that damage was done to the abutments and possibly the footings forcing us to close the bridge to all traffic for several weeks. It has now been reopened, however, ITD bridge inspectors have placed on it a **weight limit of 3 tons** (6,000 lbs). That limit will remain in effect until inspectors can make a closer inspection of the footings and abutments. If sufficient damage is found, planning for the necessary repairs and locating funding could limit use of the bridge well into the fall.

Other issues we must deal with as a result of this situation includes garbage disposal and emptying the toilet vaults. Emptying the toilet vaults has to be accomplished at least once a year, but cannot be completed until the weight limitations are removed. We will monitor this situation very closely, as it will be especially critical when larger groups begin their annual fly-ins.

We apologize for any inconvenience this may cause, however we have no control over Mother Nature. We are just grateful we haven't had to deal with major catastrophes like other places in the country. Please feel free to contact

the division at any time for an update on this issue.

Picnic Table Donation

The Division would like to extend our sincerest appreciation to the McCall Chapter of the IAA for their recent donation of a picnic table. Their thoughtfulness will make campers' and day-users' stay at one of our state's airports more enjoyable. The Chapter left it up to us as to where it should go. We decided to place it at Warm Springs, replacing an aging table currently there. It will join one of the tables kindly donated last year by the Treasure Valley Chapter. Thanks again for the wonderful gift.

Want to live in Malad?

The City of Malad is looking for an airport caretaker to live on-site and perform minor airport duties. A house is provided free of charge; however, no salary accompanies the position. Malad is located in southeast Idaho on Interstate 15, immediately north of the Utah border. Anyone interested in such a position should call Mr. Brad Hess at (208) 766-4777 ext 113.

WEEKEND GROUND SCHOOL

Taught by Cammie Patch, Master Flight Instructor
Call to reserve your spot

Private Pilot Ground School \$300 Aug 11-13, 2006 (Begins Friday Evening)

Are you interested in becoming a pilot or just want to find out more about it? This course covers all the knowledge areas required for the private pilot knowledge test, with an emphasis on airport systems, air traffic control procedures, aviation weather, navigation, radio communication procedures, and federal aviation regulations. Prepares the student for the FAA Private Pilot written examination. Course includes an option for flight training at the Boise Airport.

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Summer Activities

By Sandi Bills, Eastern Idaho 99's Chapter Secretary

The Eastern Idaho 99's, their 49 1/2ers (spouses) and friends convened bright and early at the Lost River Store in Howe, on Saturday, June 24th with pavers, range finder, paint, rollers, shovels, a measuring tape and lots (????) of enthusiasm. It was a beautiful day to fly.

The group had a planning meeting with airport manager, Wayne Bare and the work began! The goal was to mark the edges of the runway so we would know for sure, exactly where the landing area is and to have an excuse to get together and talk about our loves - those wonderful flying machines.

The helpers included a good share of the population of Howe, Bill and Patty McDonald, Chuck and Joy McDonald, Wayne Bare, and Lou Jones. The "out of towners" included Sandra and Vic Storhok from Idaho Falls, Carol Houk and Richard White from Lava Hot Springs and Sandi and Gary Bills

From the "Rudder Flutter" Archives . . .

VOLUME 39, NO. 3

CASCADE RESERVOIR AIRSTRIP PROJECT STILL GOING

Just like the rabbit with the big bass drum in the t.v. commercial, the effort to make the old Cascade Reservoir Airstrip available for public use keeps moving across our screen.

Recent conversations with Patti Llewellyn, Chief, Land Resources Branch at the Boise Bureau of Reclamation Office indicate the Bureau has completed the land appraisal process and will make their offer to the current leaseholder by mid-June.

After that step is accomplished, the pace at which the two parties travel to reach agreement will determine when we can expect to be granted access to the airstrip property.

In case this story has gone on so long that you may have forgotten what is at stake in this matter, the refresher course goes like this:



The Division of Aeronautics has an abiding interest in re-opening the old Cascade Reservoir Airstrip to the public. This landing site is located on the upper northeast section of the lake perimeter, with excellent access to the lake itself. At one point, the old airstrip was the most heavily used state-owned airfield in Idaho, before being closed to the public in 1972.

The relatively open access at either end of the runway coupled with generally flat surrounding terrain makes the airstrip an ideal recreational use facility for aviators at all skill levels using almost any type of equipment.

Once the land swap transactions have been completed, future plans for developing the recreation facilities will depend on agreement between the Bu-

SUMMER 1993

reau of Reclamation and the Division of Aeronautics.

Given the high interest the flying public has shown in the re-opening of the airstrip, and our intentions to provide more recreational airports which allow

safe margins of access, there is a great deal of momentum to re-establish the Cascade Reservoir Airstrip as a premier location for all Idaho aviators.

We will continue to keep this process moving until a successful outcome is reached.

from Pocatello. When we finished the project, moving weeds, disturbing ants

that had impressive ant hills, Chuck McDonald and Gary Bills went up in Chuck's Cessna to photograph the results. When they landed, we decided we definitely need more pavers---lots more pavers. We concluded that this is a "work in progress." We may add more white pavers later this summer—or in the fall before it snows.

The Eastern Idaho 99's next meeting will be August 20th at the Airport Park in Lava Hot springs. Carol plans to furnish lunch! We also plan to hold our umpteenth annual Mountain Flying clinic at the Flying B Resort ranch on the Middle Fork of the Salmon River, sometime in September.

If you want to join in an activity or just come to get to know us, you can contact Sandy Storhok at ssstorhok@srv.net



Left to Right: Sandy Storhok, Chapter Chairman, Vic Storhok (partially hidden, Sandy's 49 1/2'er), Joy McDonald, Chapter Treasurer, Chuck McDonald (Joy's 49 1/2'er), Wayne Bare, Howe Airport Manager, and Sandi Bills, Chapter Secretary.



Good News from the FAA

By Mike Weiss, MD, AME, CFII and Paul Collins, MD, AME

Of course, the title of this article is an oxymoron, right?? Someone from the government here to help is always met with justified suspicion, but this time it is for real. Believe it or not, most of the staff at the FAA's Aerospace Medical Certification Division in Oklahoma City, work there because of a lifelong love of aviation and not because they harbor a secret resentment against pilots. In fact, most of them are pilots and their goal is to help keep you flying while maintaining US airspace as the safest in the world.

It's not an easy task. Most non-pilots just don't get the lure of the skies. Flying is just a way to get from here to there. Small planes get in the way. If general aviation just went away, they'd be that much more secure. Those concerned with promoting general aviation, especially those who advocate for the aging fleet of small airplanes (both pilots and planes), have a difficult balancing act to address the valid concerns of the general public and to assuage the imagined ones. The fact that they vigorously, and to a large degree effectively, make the effort attests to their sympathies.

There are some recent developments in Aviation Medical Exam procedures, almost all positive from the pilot's perspective, that you should be aware of. Here is a summary of some of the more important.

Special Issuances

Even if you do not meet the requirements for a First, Second or Third Class medical certificate, the FAA may still grant a Special Issuance. This is done at the Oklahoma headquarters by panels of medical experts in the area of concern (e.g. cardiologists for heart problems). These are not employees of

the FAA, but are physicians who take time away from their practices to meet at regular intervals to review applications and make recommendations to the Federal Flight Surgeon, whose office grants the Special Issuance. The pending Medical Certificate accompanies the initial Special Issuance with specific duration and conditions for the individual pilot. There are some general rules and requirements, but these are constantly under review. One thing the FAA has done is to have the boards meet more frequently with a goal of getting a shorter turn around for medical certificates that have been deferred to the FAA for final determination. The recently appointed Federal Flight Surgeon, Frederick Tilton, has set a goal to get these down to under one month and the FAA has already made progress towards that goal. Six-month waits should already be a thing of the past.

There are things that you can do to help the process. First of all, remember there are two things that set off bells and whistles at the FAA: 1) Any diagnosis with the potential for sudden incapacitation of the pilot; and 2) Any hint of mental health problems, no matter how well controlled by medication. Most family doctors are totally unaware of this (how many of your family physicians are even aware that you are a pilot?). You may mention that your spouse complains about your snoring and the next thing you know you are having a sleep study and a diagnosis of sleep apnea. Sleep apnea is reported to be a major cause of accidents for commercial truck drivers who fall asleep at the wheel (i.e. sudden incapacitation). You may mention that you get a little down in the winter (when weather limits your favorite recreational activity, flying), and the next thing you

are on Prozac for seasonal affective disorder. This is not to say that if you really suffer from these disorders you should avoid effective treatment, however, be aware that your doctor may have 50 or 60% of his patients on antidepressant medication and not think of it as a big deal. When in doubt, a call to your friendly AME can help prevent a problem before it arises just when your medical is set to expire at the end of the month. Next, get all your records together before you go in for your aviation medical exam. The FAA will want copies of operative reports, discharge summaries from hospitalizations, recent clinic notes and the most recent test reports. Your AME is required to send in your application form for a medical within 14 days, and, if it has to be submitted without the necessary documentation that, by itself, will greatly delay a Special Issuance determination. Again, a phone call to your AME before you go in for your exam will let you know exactly what is needed. In fact, if you have any questions whatsoever, a pre-exam conversation with your neighborhood AME is a good idea, since, once the paper work is started, it has to be submitted, even if incomplete.

You may have read in the recent AOPA Pilot, that the FAA has agreed with AOPA that pilots should ask their AMEs to call the regional flight surgeon if they have any question about a medical condition. If the required documentation is at hand, the regional office can often approve issuing the certificate, immediately, over the phone! Otherwise, the paper work has to go to

See Good News

Continued on page 9



GPS Giveaway and “New Pilot” Free Memberships from the Idaho Aviation Association

The Idaho Aviation Association (IAA) has become a formidable voice for pilots to protect and serve their rights and to preserve Idaho's irreplaceable airports & backcountry strips. In that continued effort, the IAA will be offering new incentives for new and continued memberships:

- If you renew or join the IAA for the 2007 year, you will automatically qualify for a chance to win a Garmin

396 GPS, along with some additional prizes. The GPS winner will be selected in a drawing at the March, 2008 State Aviation Festival.

- Current members will receive additional chances to win for each new member they sponsor.
- Newly licensed pilots who join the IAA will now receive a one year free membership, which includes a

subscription to the IAA Flyline newsletter and entry into the drawing for the GPS.

To sign up for the free membership, new pilots can contact the IAA through Gwenn McDonald at 208-375-7427 or by e-mail at Gwennmcdonald@bc.com. All others can join or renew at the IAA website at <http://www.flyidaho.org> or by just sending in an application form.

Good News

Continued from page 8

Oklahoma City. Actually the FAA has encouraged this for years. Experience with the Northwest Regional Flight Surgeon's office in Renton, WA, has been almost uniformly positive. They really try to help, but you have to do your part, too.

AME Assisted Special Issuances

The FAA has instituted a program to allow the AME to determine a special issuance reissue for selected diagnoses. The initial determination must still be done by the FAA. These diagnoses include arthritis, asthma and chronic obstructive lung disease; a variety of cardiac diagnoses, including, atrial fibrillation, mitral and aortic insufficiency, and paroxysmal atrial tachycardia; a number of cancers, including bladder, colon, breast, prostate, kidney, testicular, melanoma, chronic lymphocytic leukemia, Hodgkin's disease and lymphoma;

colitis; glaucoma; hepatitis C; hyper and hypothyroidism; migraine headache; kidney stones; sleep apnea; and type II diabetes controlled with medication. The guidelines for this program will also give you a pretty good idea of what the FAA will require for their initial review and providing them with your application will help speed the process.

So there really are some positive developments in the area of Aviation Medical Certificates. This, and the fact that for those whose medical certificates have never been denied (AOPA is working on this limitation as well) the option of flying as a Sport Pilot, which only requires a valid state drivers license, should create minimal unnecessary limitations on our enjoyment of flying as a pilot. Now, if we could just get the price of Avgas and those new planes out of the stratosphere, life would be beautiful!!

Western Aircraft offers relief for the weekend warrior! Every weekend through the summer, save \$1.00 off per gallon of the weekday rates for 100LL fuel.

Contact Western Aircraft on Gowen Field at 800-333-3442 or www.westair.com.

Backcountry Fuel Company will be open at Emmett Airport for self-serve fuel as of August 1, 2006. Substantial discount for prepayment. Clean, new and State of the art!

Contact Steve and Nadine Burak – 208-365-1197.



Students learn aviation from the ground up at annual ACE academy

Eighteen young people explored aviation and aerospace career opportunities during the annual Aviation Career Exploration (ACE) Academy that was held June 26-29 and sponsored by ITD's Division of Aeronautics.

Open to high school students age 14-18, the annual event features tours, demonstrations, field trips, career seminars and airplane navigation flights.

"Kids tell us that the ACE Academy is absolutely the highlight of their summer," said Frank Lester, coordinator of educational activities for the Division of Aeronautics.

Participants learned about the wide range of aeronautical careers available by participating in a career forum, which consisted of representatives from all walks of life in the aviation world. From the FAA to corporate pilot to air traffic control, the professionals made themselves available for two hours for



the students to ask questions and get an idea of what is available.

For most of the students, the highlight of the academy is the navigation flights on the last day. Leigh Martin, 17, flew with volunteer pilot Skip Jones. The Grand View High School junior called the experience "a lot of fun," particularly when he got to fly the aircraft for a bit under Jones'



Joel Krueger 'Hung' out at the Guard Tour.

supervision. "The controls were real touchy," Martin said. "I'm hoping to go to the Air force Academy after I graduate next year," he added.

The navigation flight was one of Lawson Spicka's favorite moments. "I really liked today, just flying," Spicka said. "I definitely want to get my pilot's license when I get older."

Not all of the academy participants had dreams of becoming pilots. "I would like doing the mechanic work on airplanes," said Daniel Sandoval, 16. "I like machines."



ACE Students at the Airport Fire.

See ACE Academy

Continued on page 13



‘BalloonSat’ takes learning to new heights

His T-shirt reads, “As a matter of fact, I am a Rocket Scientist.” Paul Verhage regularly shares his passion for balloons with groups throughout the country.

Verhage was on hand at the ITD Division of Aeronautics conference room to help this year’s ACE academy participants design, build and test payloads that would be carried by weather balloons to the edge of space.

The students worked in small teams that assembled capsules to attach to the



Nate and Tim get the balloon ready to launch.

The packed capsules then were dropped by hand to simulate a rough return to the ground at about 10 miles per hour. Finally, each team’s payload was placed in a thermal test chamber

for about 15 minutes to simulate the minus- 60 degrees Fahrenheit the packages would ultimately endure.

Each capsule carried a student-programmed “Hobo,” a stowaway data logger designed to record temperatures during the BalloonSat’s ascent.

“We’re sending up a poor man’s satellite,” Verhage said. “But it allows the kids to design a satellite that collects data and takes pictures.”

This was the 56th balloon flight for the Boise educator.



Tim has the balloon ready to launch.

balloon. The balloon and tethered payload stretched more than 50 feet when finally released outside of Homedale.

“We’re shooting for 90 to 95,000 feet,” Verhage said. “Air pressure will drop to near vacuum and the balloon will expand from seven feet to 20 feet before it bursts.”

The student-built payloads were required to pass a series of preflight tests beginning with weight and packing time. Each capsule needed to weigh 12 ounces or less and be packed and ready to go in about one minute.



45 feet from top of balloon to bottom of package.



Calendar of Events

Email your event information to tammy.schoen@itd.idaho.gov
for inclusion in the **Rudder Flutter** and the Aeronautics website.

AUGUST

- 4-6 **Cessna 180/185 Club Fly-In**, Johnson Creek, Al Hewitt, 253-941-3052
- 8 **Lego 3-Day Summer Workshop**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446
- 11-12 **McCall Family Fly-In**, Idaho Division of Aeronautics, www.mccallfamilyflyin.org, AMS, 321-2389 or ams@cableone.net
- 12-13 **B-25 Bomber Days**, Nampa, Warhawk Air Museum, 465-6446
- 13-14 **Baker City Fly-In**, Top Fun Flyers, Steve Clements, 323-1585, sdcod@cableone.net, www.topfunflyers.com
- 14-17 **Lego 5-Day Camp**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446
- 18-20 **Super Cub Group**, Johnson Creek, Dave Kirsten, 209-333-1100
- 19-20 **Glenns Ferry Overnighter**, Top Fun Flyers, www.topfunflyers.com, Steve Clements, 323-1585, sdcod@cableone.net
- 22 **Lego 3-Day Summer Workshop**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, Kellie Dean, 465-6446

SEPTEMBER

- 9 **Sky Park Open House**, Top Fun Flyers, www.topfunflyers.com, Steve Clements, 323-1585, sdcod@cableone.net

From the "Rudder Flutter" Archives ...

"When you give it the gun in
the hot summer sun,

Every safe pilot knows that
the runway will shrink.

So make sure that the runway's
as long as the run,

Or you'll soon find the fence
haint as far as you think."

SEPTEMBER (Continued)

- 9 **GAFA Fun Day and Fun Run**, Gooding Airport, Barbecue at Noon, Kit John, 886-2646 or 861-0371
- 9 **Battle of Britain Event**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, 465-6446
- 13-17 **Reno Air Races**, www.airrace.org

OCTOBER

- 7 **Idaho City Breakfast**, Top Fun Flyers, www.topfunflyers.com, Steve Clements, 323-1585, sdcod@cableone.net
- 14 **Murphy Breakfast**, Top Fun Flyers, www.topfunflyers.com, Steve Clements, 323-1585, sdcod@cableone.net
- 21 **Emmett Breakfast**, Top Fun Flyers, www.topfunflyers.com, Steve Clements, 323-1585, sdcod@cableone.net

NOVEMBER

- 12 **Warhawk Air Museum Veteran's Day Breakfast**, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, 465-6446

DECEMBER

- 9 **EAA Christmas Party**



Aviation Festival

March 29-31, 2007

Boise

Centre-on-the-Grove



ACE Academy

Continued from page 10

Following the navigation flights, World War II veterans met with academy participants at the Warhawk Air Museum in Nampa and answered questions and told stories about the vintage airplanes, uniforms and memorabilia on display in the hangar.

Aeronautics would like to thank all of the tour facilities and volunteers who gave their time and money to make this year a success:

- Aeronautics Staff – for helping ensure that everything was ready when the students arrived
- Connie Lackadie, FAA – for going the extra mile to ensure that the students have transportation during the Academy
- All of the tours: Precision Propeller, ASU Helicopter, Boise Airport staff, Air Traffic Control Tower, National Interagency Fire Center, AvCenter – Caldwell, Boise Airport Fire Station, Western Aircraft, Army and Air Guard, National Weather Service, Warhawk Air Museum, Silverhawk Aviation and R&M Steel.

Volunteers:

- Idaho Ninety-Nines – Wendi Frazer, Tawni Swann, Stacey Budell & Jan Peterson

- WWII veterans who shared their stories at the Warhawk Air Museum - Bill Gornik, Chauncey Reese, Tom Young, Bob Coats, Burl Pitkin, Martin Luther, Elmo Strickler, Ceil Dennis, Les Earls, Andy Anderson, Bull Durham
- Paul Verhage – taught the Balloon Satellite classes
- Catherine Currie - cooked lunch for the entire ACE Academy while they were at Silverhawk Aviation
- Nate Ashinhurst – worked with the students in the paper airplane building and throwing contest and helped out anywhere he was needed
- Career Forum Participants – Frank Prickett – ISU, Cathy Jobe – Southwest Airlines, Damian Trahan – Air National Guard, Dave Groenert – National Weather Service, Scott Summerlin – US Air Force, Richard Klein – Aerial Photography, John Goostrey – FAA, and



Derek Woodworth in Smoke Jumper Suit at NIFC.

- Russ Maw – Air Traffic Control.
- Larissa Stouffer – assisted in chaperoning the guard tour
- Tim Henderson, Aeronautics Mechanic – for getting up so early to help with the launch and retrieval of the Balloon Satellite!
- Idaho Aviation Association – Jerry Terlisner, who cooks the greatest hamburgers around! Steve & Tawni Swann, Gwenn McDonald

Pilots who volunteered their plane, time and money:

- Tawni Swann
- Jim Hudson
- Ed Dickman
- Skip Jones
- Joe Corlett
- Stacey Budell
- Dirk TerVeer
- Mike Weiss

Scholarships:

- Idaho Business Aviation Association
- The Lynn Clark memorial
- Warhawk Air Museum

Host Families:

- Stacey Budell
- Rod & Eileen Hoogland
- Tammy Schoen



Lunch was generously hosted by Silverhawk Aviation in Caldwell.



Emergency Mitigation Preparedness On Airports: Are You Ready?

By: Pete Kramer, Friedman Memorial Airport

On May 11, 2006, Friedman Memorial Airport was pleased to once again host the Idaho Airport Managers Association annual conference in Sun Valley. In their effort to plan and produce yet another valuable information exchange and, ultimately, a successful conference, Friedman Memorial Airport was exceptionally happy to sponsor and present Chief Richard Blanchard, Louis Armstrong – New Orleans International (MSY) Airport Fire Department. Chief Blanchard has the distinction of being one of the few emergency managers on an airport in America to have experienced the challenge of disaster mitigation at his facility after a natural catastrophe that will likely go down as one of the worst in the history of our country.

Chances are none of us here in Idaho will ever be confronted with the aftermath of a Category 4 Hurricane. However, the ensuing mitigation effort

national level. I think we all took notice of the unique idiosyncrasies associated with this type of effort in New Orleans.

As Chief Blanchard shared his wealth of experience with airport managers assembled at the annual meeting of the Idaho Airport Manager's Association, his message was clear: **"FAILING TO PREPARE IS PREPARING TO FAIL..."** Make no mistake, Chief Blanchard and MSY had an extensive and comprehensive emergency plan. However, as Chief Blanchard told us, they were almost immediately overwhelmed, as their plan could not have possibly addressed the gravity and extent of this disaster. Chief Blanchard said that the single biggest lesson to take from this event was that as soon as you have what you believe is the ideal emergency plan for your facility or community, **BREAK IT!** In other words, take the plan and start eliminating elements



can happen to any of us as the result of any catastrophe that can happen here; you pick the scenario – major fire, earthquake, snowstorm or, as we are all beginning to sit up and take notice of now, a devastating pandemic. Then the landscape becomes one that is universal – implementation of emergency plans, pleas for more help, overwhelming demand for response to the affected public, ever-expanding response effort and possibly, the inevitable involvement of authorities and agencies all the way up to the

that are key to the effectiveness of the plan and the mitigation of the emergencies planned for. Then, brainstorm how you will accomplish your task(s) without benefit of previously assumed resources like mutual aid (there was none in New Orleans, for obvious reasons), potable water, sanitation resources (what do you do with used and



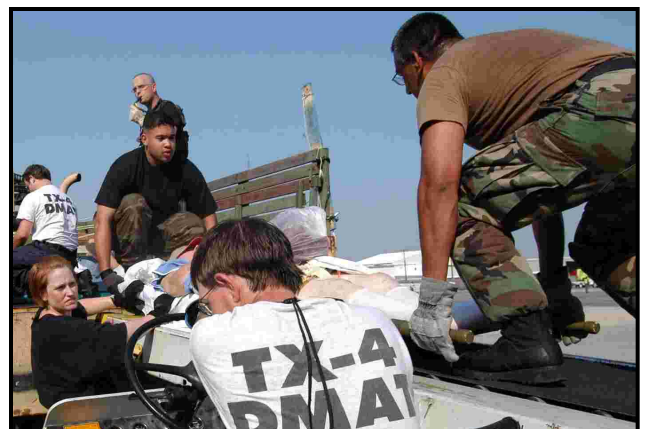
contaminated medical supplies from say, 10 or 20 thousand victims?), manpower or adequate numbers of EMS providers?

Only then, Chief Blanchard said, will you begin to get an accurate perception of "how bad it can get" and be able to start planning in earnest for that "worse case scenario." Failing to plan in this manner is indeed planning to fail.

Consider a bit of data that represents some of the challenges Chief Blanchard and his airport were confronted with:

1) Approximately 36,000 people were evacuated from the New Orleans Convention Center, the Superdome and rooftops, to the airport for evacuation. In one day, over 10,000 people were in fact air-evacuated from MSY. Remember,

See Preparedness
Continued on page 15



High-Flying Fun!

B-25 Bomber Days at the Warhawk Air Museum

August 12th 9am - 4pm
August 13th 10am - 4pm

The story of the P-38 lost in the ice in Greenland will be told by Bob Cardin at 11:00 & 2:00 both days. Mr. Cardin was head of the team that recovered & restored "Glacier Girl".

EAA Young Eagles will provide free plane rides to kids ages 8-18 Sat. only 9am -noon

Fun activities for the entire family!

Admission: Adults \$8, Children (4-10) and Seniors (65 and over) \$6

Warhawk Air Museum
465-6446



**Located in front of the
Nampa Airport**



Preparedness

Continued from page 14

these were not airline passengers; rather, they were essentially refugees, a large percentage of whom were non-ambulatory, ill, injured, elderly or otherwise requiring constant medical care.

2) Dozens of evacuees died at the airport and the necessary treatment of their remains was overwhelming.

3) During the evacuation evolution, daily flight operations approached 3800.

4) When air carrier operations were able to resume, even on a limited basis, daily operations went from 174 to 4. To date, with approximately 80-90 air carrier operations daily, MSY is still not back up to full operational status.

5) MSY suffered approximately \$55 million in damages; approximately \$70 million daily in lost revenue while closed and expects additional revenue losses

of approximately \$70 million thru Spring of '07.

The lesson is clear: We cannot plan enough.

You're not an FAR 139 Airport, so this can't happen to you, you say. Guess again. When the FAR 139 airport 100 miles away from you is inundated in an emergency effort of some sort, guess who's going to be next in line to help pick up the slack? You? Maybe. Preparation for emergencies should be a priority for any airport, anywhere, and certainly here in Idaho.

Pete Kramer has been the Chief of Emergency Services and Airfield Operations at Friedman Memorial

Airport for the last 13 years. Friedman Memorial Airport has been a member of the Aircraft Rescue Fire Fighting Working Group (ARFFWG) for 15 years. During this time, Pete has served on the ARFFWG Board of Directors (7 years) and as the ARFFWG Vice Chairman (5 years). You can find more information about membership in the ARFFWG by contacting Pete at the Friedman Memorial Airport by calling 208-788-4956.



Proficiency and the Clock

By: Frank Lester, Safety/Education Coordinator

I bumped into an old friend the other day, someone I hadn't seen for several years. We shared the usual pleasantries, talking about old friends, family and how the kids had left the nest to pursue their own dreams and face new challenges. And, as many gray beards do when they run out of things to say, we ended our conversation with the ritual litany of aches and pains that greet us each morning as we hurtle unabated towards Medicare (or in the case of some, watch it disappear in the rearview mirror). Don't misunderstand me, it was a very enjoyable meeting, but when you don't regularly keep in touch except with the annual Christmas email, many of the common themes that once tied your lives together have faded with the passage of time. Oh yeah, what does this have to do with flying? We went to flight school together and we are both still flying today.

In the course of our conversation he commented, although somewhat embarrassed, on a recent incident that he had with a local control tower. I listened intently as he related to me the sequence of events as they unfolded. Synoptically, he had been flying into an airport that he was quite familiar with but had not flown to for several months. On top of that, over the course of the years, his time in the cockpit had decreased to the point where he was lucky to average double digits in flight hours each month.

Anyway, as he approached the airport, he contacted the tower with a position report and requested a landing on runway 21. Tower obliged with a clearance to call a five-mile left base to 25 and expect to transition to 21. The tower further cautioned him that there was traffic departing on 25. He had flown into this airport many times over the years and was familiar with the layout but hadn't landed on runway 21 for some time. When he reached what

he thought was the required reporting point, he called five mile left base but suddenly realized things didn't look right. He cross checked his magnetic compass and the heading indicator and realized that to comply with the Tower's directions from his present position would require him to cross the departure end of 25 with an aircraft about to break ground. He made a quick left turn, notifying tower that he was maneuvering for a right downwind and had the departing traffic in sight. There was a moment of confusion as the Tower struggled to locate him but subsequently cleared him for a right base to 21. As he was taxiing in, he received the dreaded "Please call the Tower" radio call, broadcast throughout the galaxy over Ground Control.

At the conclusion of his conversation with the controller, it was painfully apparent that he wasn't where the Tower thought he was when he gave his initial position report. However, whether he misspoke his position or they misheard it wasn't really the crux of the problem. It was the fact that an immediate alarm didn't go off in his head causing him to question the clearance, which concerned him. As he finished his story, he shook his head and said, "You know, come to think of it, I hadn't landed on that runway in probably two years. I have always landed in the other direction."

I empathize with my friend's chagrin. I don't fly instruments or at night anymore because of the difficulty to remain current. Although I have limited myself to "Day VFR Only", I realize that currency is not the tool to measure your comfort and skill in flying. Proficiency is.

Unlike your initial certification or the currency required by the FARs, proficiency is a subjective decision made by each of us every time we go out to

fly. It differs from day to day: today I can crack 200 and 1/2 but tomorrow I may be lucky to hit a bull in the butt with a base fiddle. I know of someone who thinks five flights in the course of a year or maintaining the minimum required takeoffs and landings every 90 days constitutes being proficient. But proficiency involves far more than keeping your landings current. It involves refreshing your knowledge of your aircraft, the regulations, normal and emergency procedures, flying skills as well as getting out and flying in the "system". You can't call yourself proficient if most of your time is spent flying in the local pattern, unless you have no desire to ever leave it.

I would never stand in judgment of my friend. Lord knows that my head has been "up and locked" at times over the years. But what I heard my friend say and what I have come to realize, as my own time has decreased significantly over the last several years, is that when the weather is good we must fly often. I fly from March to November and have set a goal of a minimum of 10 hours a month during that nine-month stretch. Some months I reach that goal and other times I miss it; but all things considered, I feel a lot more comfortable and safe in the airplane the more often I fly.

So think about it: stick your head in the POH; take a flight with an instructor; fly a good cross country to an airport you have never been to, one with a control tower. It is cheap insurance and well worth the investment. And it keeps the skies safer for both of us.



Family Fly-In

Continued from page 1

and more. You've seen them on TV, now here's your chance to see them up close and learn more about these extraordinary aircraft. Aircrew members will be on hand to share their experience and talk about the aircrafts' capabilities, cargo, and military and emergency uses.

- Military fly-bys,
- A hands-on class for children to build their own tiny aircraft hangar,
- Boy Scout merit badge class,
- Pancake breakfast Sunday morning,

- Tours including Tamarack Resort, local museums, the town of McCall, and the smoke jumper base,
- And other fun things still being planned.



A few of the speakers are:

- **Robert Fairchild** from the Salt Lake City FAA Training Center will present three seminars covering mid-air collisions, IFR and VFR flight, air traffic control services, and communications and radar coverage in emergency situations.
- **Rob Hunter**, a pilot, rock climber, backcountry skier and mountaineer will address wilderness survival skills.
- **Lori MacNichol** of Mountain Canyon Flying Seminars will discuss backcountry flying.

The event is presented by the ITD Division of Aeronautics and sponsored by KIZN Kissin '92 radio.

For more information and registration, please visit <http://www.mccallfamilyflyin.org> or call 208.321.2389.

Airplanes & Automobiles



We are looking for a few COOL cars to display alongside the aircraft that will be there!

Call 208-321-2389 for more information!

2006 MCCALL FAMILY FLY-IN

- Friday night party in the park with music
- Airplane and automobile displays
- Fly-bys
- Educational workshops
- Saturday casino night and dinner
- Idaho Air Breakfast Sunday
- More events being added daily

This Summer's Top Aviation Event
August 11-13, 2006
McCall Airport



For more information and registration,
call **208.321.2389**
or visit us on the Web at
www.mccallfamilyflyin.org



On the Fly

By: Frank Lester, Safety/Education Coordinator

I knew there was something I liked about this job. It became readily apparent when I visited the 9th annual Gooding Airport Flyers Association (GAFA) Fly-In and Pancake Breakfast earlier this month. Not only did I enjoy a great breakfast and great people, but I also witnessed a community that is 100% behind their airport.

First things first, though; there was the arrival. When I switched to Unicom about 20 miles out, the radio chatter alerted me to a very busy pattern and the fact that I had better work my eyes overtime looking for traffic...and there was a bunch. I don't think I have flown into such a large gaggle of aircraft at a non-towered airport in quite a few years. Although, to the unaided eye, it may

everyone was.

Everyone from the Air Boss to the pilots in the pattern to the volunteers on the ground deserves a huge pat on the back for conducting a very organized, professional and safe operation. It was an outstanding demonstration of how operations at a non-towered airport should be conducted. My hat's off to you for a job well done.

Back on the ground, nearly 1,000 visitors from the local community joined Kit John and the many GAFA volunteers to show their support for the



Cuing up for a flight.

have resembled the Monty Python skit about the 100 yard dash for those with no sense of direction, to me it was a sight to behold. The radio chatter was music to my ears: crisp and professional. Everyone announced their position; everyone listened up; and no one stepped on another's transmission. Despite the fact that I hadn't a clue where "the Malad" or "the cheese factory" was, I was still able to slip effortlessly into the pattern sequence. I knew where

airport and this event. As Kit, one of the original GAFA founding members, said, "This Fly-In is for the community. Over the last nine years, GAFA pilots have flown over 1500 flights for local kids and adults during the Fly-In." It was clear

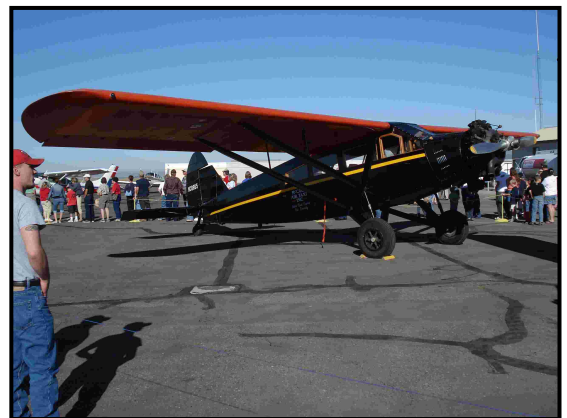
On the Fly
Continued on page 19



Dick and Rod Thomas's Converted AgCat



SuperCub



Dick Waite's Travelaire



Dan Casali's Fairchild



On the Fly

Continued from page 18

to me from the number of association members involved in the event that they wanted the community to see their appreciation. "This is what we're about" Kit continued enthusiastically, "we won't be here forever; maybe we can build the spark in those who will follow us."

GAFA was founded in May, 1996, with a fourfold purpose: support aviation, aviation safety, the Gooding Airport, and have fun. As Dale Thomas pointed out, "The Community feels that they are part of the airport and, as a result, we have the full support of the mayor and city council." This was one of GAFA's guiding principles when they first met with the mayor in August of 1996. Since then, the relationship has grown stronger. GAFA is a very active club and uses the money they raise to improve the airport and its facilities. Their projects have included a new "Welcome to Gooding" sign, a new Pilots Lounge, completion of the Bob Reed Memorial Picnic Area, new restrooms in the airport community center, and a \$2,000 donation to the City of Gooding to help with construction of a full length taxiway.

...and what does the community think? Elizabeth Clontz, who was ahead of me in the meal line, was there to

show her support for the airport and hopefully get a flight in the process. Brianna Anderson, 11, of Kimberly, came out because she wanted to fly in an airplane. Her cousin, Jae Anderson, 9, of Gooding came with her to help her get that flight. Mary and Larry Gauger of Gooding live under the approach path to runway 25 and take great interest in what is happening on the airport. Of all the attendees I had a chance to speak with, Mary was by far the most emphatic in her responses. "The airport is great for the community," she extolled. "Physicians fly in to treat patients and to work at the local clinic. It is critical to Life Flight's support of emergency cases." She summarized by saying, "The airport is good for the well being of the town. The BLM recently used it to fight a grass fire south of town." As for the Fly-In, "We came for the food and to socialize." Her husband Larry put it simply, "The town gets together and sees what's out here."

From the long cue of people anxiously awaiting their turn to fly to



Brianna and Jae Anderson

the nearly 500 hearty appetites that sampled the pancakes, eggs, bacon, sausage, fruit and hot coffee, there was ample evidence of a mutual respect between the community and the airport. It obviously didn't happen overnight. It took discussion, listening and open communication on both sides to remove obstacles and help everyone understand the benefit to the community.

The members of GAFA deserve sincere congratulations for their efforts on behalf of general aviation and for achieving such a strong relationship with their community. Aeronautics wishes them continued success in their efforts and with the Fly-In.

All photographs taken by Frank Lester.



Alan Hansten, Cindy Thomas and AJ Denham



Sheri Hansten, Mary Morrow and Barb Thomas



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Idaho Airport/Facility Directory

The most up-to-date information on all Idaho airports is available on our website, www.itd.idaho.gov/aero.

Click on Airport Facility Directory to access the map-based system.

Please contact Tammy Schoen at 208-334-8776 or tammy.schoen@itd.idaho.gov
with updates/suggestions regarding this online directory.

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1/4 page	\$ 80.00	\$280.00	3 5/8" wide X 4 3/4" tall, or 7 1/2" wide X 2 1/4" tall
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